ROYAL CANADIAN MOUNTED POLICE
Headquarters "J" Division

Fredericton, N. B.
9 Feb 56

The Honourable,
The Attorney General,
Province of New Brunswick,
Fredericton, N. B.

Sir:

I have the honour to submit a report of the Royal Canadian Mounted Police, J Division, Province of New Brunswick, for the period 1 Jan 55 to 31 Dec 55.

ORGANIZATION

There has been no change in the number of subdivisions or detachments during the period under review, and as will be noted from Appendix "A" to this report the location of these units remains the same as in 1954.

Towns policed by this Force and personnel posted in this respect in New Brunswick are as follows:

Campbellton.....	2 N.C.O's,	7 Constables
Chatham.....		4 Constables
Dalhousie.....		4 Constables
Newcastle.....	1 N.C.O.,	3 Constables
St. Andrews.....		1 Constable
St. Stephen.....		3 Constables, 1 Special Constable
Sussex.....	1 N.C.O.,	2 Constables

No additional contracts for the policing of towns were undertaken during 1955, but the Town of Campbellton increased the establishment of their town detachment from eight all ranks to nine all ranks.

Appendix "A" also covers the total personnel stationed in this Division and indicates their distribution. The obligations of our contract with the Province of New Brunswick require 127 members to be stationed within New Brunswick. Of these 110 are employed on general police duties, supervision and administration, and 17 are permanently assigned in respect to highway patrol duty in the prevention of motor vehicle accidents and the enforcement of the Motor Vehicle Act. It is considered the contract strength of this province should be increased by at least 12 additional members for better enforcement of the Motor Vehicle Act, and this has been the subject of a recommendation now in your hands.

One of the newest types of R.C.M.P. Patrol Boats, the "Interceptor" was assigned for duty in the coastal waters of New Brunswick in 1955. It is equipped with modern electronic devices in order to navigate safely and perform its duties in all weather conditions. With its crew of four all ranks it is posted at Saint John and operates in the Bay of Fundy.

A list of the motor transport stationed in New Brunswick is shown in Appendix "B" to this report.

Our radio communication system remains the same as set forth in our 1954 report and we are constantly working on the more advanced ideas of radio communications to better our present system.

During the past year the frequency of the second channel of the point-to-point transmitter at J Division Headquarters was changed to a lower frequency. This greatly improved the reliability of the radiotelegraph circuit between Fredericton and Ottawa.

A voltage regulator unit was installed at the Edmundston remote transmitter site. This unit by maintaining the 110 volt A.C. remains at a more constant level and decreased the amount of maintenance required at this point considerably.

The introduction of a 12-volt electrical system in the General Motors automobiles for 1955, presented a problem in connection with mobile radio units installed in police transport. The transmitter-receiver units were designed for a 6-volt system, and it was necessary for the technicians to make extensive modifications. The cost for each combination transmitter-receiver modification was $110 for material, plus labour. It is interesting to note that the equipment after modification, works much more efficiently on the 12-volt system. A similar problem arose in conjunction with loud hailer units and sirens which were designed for 6-volt operation. This problem has also been solved by the design and use of conversion kits. All the other large automobile manufacturers have changed to the 12-volt system in the 1956 production model, so that in a year or two the equipment for all police transport will have been changed over.

The actual transmitting and receiving equipment at J Division Headquarters is located at a site some three miles from our location in Fredericton. The equipment is operated by remote control from the Communications Section office through telephone lines rented from the New Brunswick Telephone Company. In the event of a serious disaster these lines could be put out of service for some time and interrupt our radiotelephone communication at a critical period. We have designed and installed an emergency operating position at the actual remote control site. This site has an automatic gasoline emergency power generator which comes into operation when the regular power line fails and can be fully operated at maximum efficiency under any conditions.

Whilst the primary responsibility for the investigation of complaints rests with members stationed on detachments, conditions arise which frequently necessitate the employment of specialized methods. The initiative of the field investigator, coordinated with scientific aids, has provided the key to successful conclusions in many difficult cases. The specialized services to which the investigator has recourse include:-

The Police Service Dog - to assist in the tracing of lost or missing persons, property concealed or lost, escapees, etc. For convenience the police dog is centrally stationed at Moncton, from which point

he can readily be conveyed to any point in the province.

Identification Sections - These units maintained at Fredericton, Saint John and Moncton are prepared at all times to render assistance in the identification techniques which embrace:

Photography	- of individuals, accidents, scenes of crimes, etc.
Fingerprinting	- of suspects, of exhibits, and in making comparisons for court or elimination purposes.
Exhibits	- examination, preparation for court, shipment for specialized study.
Plaster Casts	- to record scenes of crime impressions.

Members of the Identification Section at every opportunity endeavour to develop the latent ability of detachment personnel in these fields in order that each may operate to the maximum efficiency.

Communication Sections - The alerting of police agencies in cases of flight from scenes of more serious offences requires a medium of rapid communication. This need has been met by the network police radio installations which not only embrace the province but also provide Dominion-wide facilities.

Crime Detection Laboratories - Technicians skilled in all fields of science are available at Ottawa and Regina to examine exhibits and furnish information to investigators. Although demands on the laboratory staffs to examine exhibits and appear as witnesses are heavy, every consideration is given to each request for assistance. To maintain this service it is necessary to insist on a subpoena being issued where a technician is desired to give evidence, this being the only method to eliminate conflicting dates for attendance in courts which are frequently widely separated.

The Central Fingerprint Section - This is the clearing house in Ottawa for fingerprints taken throughout the Dominion. This section is part of the Identification Branch which also has supervision over:

The Single Fingerprint Section
The Crime Index and Photograph Sections
The R.C.M.Police Gazette, Ticket-of-Leave and Firearms Branch.

The importance of this branch is emphasized by the accuracy required in its prompt dispatch of reliable information in response to enquiries upon which the success of investigations frequently depends. Through this branch matters pertaining to law enforcement and sources of reference are also brought to the attention of police agencies throughout the Dominion, and a reciprocal liaison maintained.

The Highway Patrol Units - This detail which was noted in the previous report has been reorganized and is commented upon elsewhere in this submission.

CRIME

The comparative table shown hereunder discloses details of investigations undertaken during the period 1 Nov 46 to 31 Dec 55. These cases are those for which the Division is directly responsible and do not include:

a) enquiries conducted for other authorities, or,

b) statistics pertaining to any phases of preventive police work.

YEAR	INTOXICATING LIQUOR ACT	MOTOR VEHICLE ACT	GAME ACT	CRIMINAL CODE
1946-47	3,021	1,262	62	3,296
1947-48	3,322	1,420	41	3,417
1948-49	3,395	1,901	48	3,746
1949-50	3,115	2,101	40	3,404
Nov. 1, 1950 Mar. 31, 1951	1,241	580	24	1,091
Apr. 1, 1951 Mar. 31, 1952	3,495	2,900	34	3,402
Apr. 1, 1952 Dec. 31, 1952	2,562	5,006	49	3,025
1953	3,331	7,484	37	3,678
1954	3,007	5,294	50	3,734
1955	3,478	9,859	44	3,620

The comparison of statistics of the years 1954 and 1955 is the subject of comment under the various headings to which they pertain.

The transition from the old to the new Criminal Code which was effected on 1 Apr 55 occasioned no major difficulties, however, it has made necessary the inclusion of two classified summaries. These deal with the disposition made of all offences investigated from 1 Jan 55 to 31 Mar 55 and 1 Apr 55 to 31 Dec 55. Comparison with similar totals in the previous year is not practical in view of the new alignment of sections dealing with offences.

1 JAN 55 to 31 MAR 55

GROUP 1 NEW BRUNSWICK	Complainant declined to prosecute	Negative searches and complaint unfounded	Further investigation unwarranted	Handed to Department concerned	Warrant unexecuted	Withdrawn	Convicted	Dismissed	Awaiting Trial	Still Under Investigation	TOTALS
Offences against Public Order (73-141) Pt. 2		2		6			5				13
Offences against administration of Law and Justice (155-196) Pt. 4	4			4		4	23				35
Offences against religious morals and public convenience (197-239) Pt. 5	2		2	2		8	35	1			50
Offences against the person and reputation (240-334) Part 6	3	3	13	64	1	22	121	19			246
Offences against rights of property (335-508) Part 7	52	10	94			12	83	7	1	10	269
Wilful and forbidden Acts (509-545) Pt.8	14	6	9	3		2	9	2			45
Offences relating to bank notes and counterfeit coins (546-569) Pt. 9			1								1
Attempts, conspiracies, accessories (570-575) Pt.10							2				2
Sureties to keep the peace (705-770) Part 15						2	1	2			5
Punishment, fines, restitutions (1026-1035) Pt.20							1				1
TOTALS	75	21	119	79	1	50	280	31	1	10	667

1 APR 55 to 31 DEC 55

GROUP 1 NEW BRUNSWICK	Complainant declined to prosecute	Investigative searches and enquiries but unfounded	Further investigation unwarranted	Handed to department concerned	Arrest unexecuted	Withdrawn	Convicted	Dismissed	Awaiting Trial	Still under investigation	TOTALS
Offences against Public Order Part II - C.C.	5	1		10		1	18			6	41
Offences against administration of Law and Justice Part III - C.C.	10	4	1	17		5	64	1	4	2	108
Sexual Offences, Public Morals and Disorderly Conduct - Part IV - C.C.	7	9	2			19	207	17	4	5	270
Offences against the person and reputation Part V - C.C.	9	2	17	222	3	65	691	52	41	41	1143
Offences against the person and reputation Part VI - C.C.	4			20		8	13	8	2	2	57
Offences against Rights of Property - Part VII - C.C.	196	27	269	8	4	48	293	23	30	238	1136
Fraudulent transactions relating to contracts and trade - Part VIII C.C.			1				2				3
Wilful and Forbidden Acts in respect of certain property Part IX - C.C.	23	10	31			19	64	9	5	13	174
Offences relating to Currency Part X - C.C.			1								1
Attempts, Conspiracies, accessories Pt.XI-CC			1				3			4	8
Punishments, fines, forfeitures, costs & restitution of property Pt.XX-CC			1							1	2
Summary Convictions Pt XXIV-CC						1	9				10
TOTALS	254	53	324	277	7	166	1364	110	86	312	2953

Fluctuations occur from year to year in the relationship between investigations and convictions. These variations whilst not indicating trends in crime may be associated with specific phases of enforcement.

A review of the statistics for 1955 will show that there has been a general decrease in the number of complaints received under the Criminal Code, although a compensating increase is seen in the cases arising from the operation of motor vehicles.

In 1954 convictions represented 40.84% of the investigations conducted, whilst in 1955 the percentage increased to 45.14%.

The number of offences established as the work of juveniles has declined by approximately 20% whilst the number of juveniles implicated has decreased by approximately 19%. In some measure this reflects the fewer number of summer camps subjected to attacks during 1955, this type of offence being generally found to involve young people.

A total of 101 offences involving 186 juveniles were investigated under the Criminal Code during the review period.

The statistics for the years 1954 and 1955 quoted hereunder disclose the incidence of principal offences against the person:

	1954		1955	
	Cases	Convictions	Cases	Convictions
Murder.....	4	0	4	0
Attempted Murder....	3	1	2	2
Manslaughter (Not including motor Manslaughter).....	4	2	2	1
Manslaughter (Motor)	9	0	1	0
Criminal Negligence & Hit and Run Driving.	171	115	164	106
Driving whilst intoxicated and impaired driving...	372	348	500	458
Assaults (All).....	318	180	310	187

Murders and Attempted Murders:

In the absence of evidence indicating a trend in pattern or motive, the relatively high incidence of homicidal attacks is considered to be fortuitous.

Charges of murder were preferred against four individuals during the year. In one case "no bill" was returned by the grand jury, however, a conviction resulted from a separate indictment charging robbery with violence. A conviction for manslaughter arose from another case in which murder had been charged. One outright acquittal was recorded, whilst the accused in the remaining instance has yet to appear before the courts. One conviction resulted from a charge of murder instituted prior to 1955, however, the sentence was later commuted to life imprisonment.

The two charges of attempted murder entered each resulted in convictions.

Manslaughter:

One charge of manslaughter was preferred in consequence of a highway fatality, this prosecution concluding with a dismissal.

As the result of a fatal shooting a preliminary hearing on a charge of manslaughter was held. Insufficient evidence was found by the court to warrant committal for trial.

Offences arising from the operation of motor vehicles:

The substantial increase in the number of cases of impaired driving is not regarded as an indication that this type of offence is becoming more prevalent. On the contrary, it is regarded as an indication of the degree of detection and enforcement that can be accomplished through the efforts of the Highway Patrol units. To more effectively control this dangerous practice, will, it is felt, require additional highway coverage.

Assaults:

The offences broadly classified under this heading have remained at a normal level during the period under review.

Crimes against Property:

It is recognized that the industrial development of an area provides additional opportunities to those of criminal intent to expand the scope of their depredations. This not only applies to the urban district where increased employment furnishes means of cover, but to the outlying areas which can now be reached readily by modern modes of travel.

The mining activities in the Bathurst section and construction in the Camp Garetown area have resulted in considerable influx of personnel on those projects.

These circumstances render more necessary the expanding use of such measures as special patrols, radio broadcasts and publication of the latest information on the movements of known or suspected travelling criminals.

An additional measure of preventive police work was carried out during the early part of the year through the distribution of a pamphlet "Crime in your Community" throughout the province. This was part of a Dominion-wide campaign designed to draw the attention of householders and business men to the part they can play in protecting themselves from criminal elements.

The more commonly encountered crimes against property investigated during the years 1954 and 1955 were as follows:

	1954		1955	
	Cases	Convictions	Cases	Convictions
Robbery.....	4	0	7	1
Breaking, Entering and Theft.....	596	123	574	129
Thefts.....	801	183	678	169
Safebreaks and Attempted Safebreaks.	6	0	10	0
Arson.....	54	8	36	5

The significant item in these statistics concerns the increase in the number of safebreaks and attempted safebreaks. The fact that the majority of these offences have occurred over weekends has emphasized the need for the maintenance of anti-safebreaking patrols during those periods. The additional feature also under consideration is the fact that such attacks may be local in character, possibly the work of individuals whose occupation within the province is limited to a five day week, thus permitting ample opportunity to travel during the weekends.

PROVINCIAL AND MUNICIPAL LAWS

The following table represents a classified summary of the disposition made of all offences investigated under the Provincial Statutes during the period 1 Jan 55 to 31 Dec 55 in comparison with the overall totals for the similar period in 1954.

	1 Jan 55 to 31 Dec 55											
GROUP 1 NEW BRUNSWICK	Complainant declined to prosecute	Negative searches and complaint unfounded	Further investigation unwarranted	Handed to department concerned	Withdrawn	Warrant Unexecuted	Convicted	Dismissed	Awaiting Trial	Still under investigation	TOTALS	1 Jan 54 to 31 Dec 54 TOTALS
Children's Protection Act	3						13	1		3	20	10
Collection Agencies Act									1		1	-
Deserted Wives and Children Act					7		18	5	5		35	34
Forest Fires Act				3							3	1
Game Act	3		1		4		32	4			44	50
Gasoline Sales Act							6				6	10
Highway Act		1			2		40				43	8
Illegitimate Children Act				1	10		18	1	3		33	28
Intoxicating Liquor Act	17	666	17	204	20	2	2498	17	10	27	3478	3007
Motor Vehicle Act	13	7	7	5648	31	3	4076	29	34	11	9859	5294
Provincial Hospital Act		1									1	6
Theatres Act			1	3							4	6
Towns Act							5				5	3
Municipal Act							900				900	656
Other Acts											---	21
TOTALS	36	675	26	5859	74	5	7606	57	53	41	14432	9134

It is of note that in two principal fields increases in the volume of work have been reported; i.e., under the Intoxicating Liquor Act and the Motor Vehicle Act. These are separately dealt with hereunder.

Motor Vehicle Act and Highway Conditions:

The primary aim of our activities on the highways is to secure through education and enforcement a substantial reduction in accidents through the observance of safer driving habits. Two major problems which confront us in this task are

a) the substantial increase year by year in the traffic load, arising from new drivers and vehicles, and

b) the need for additional highway coverage in face of limited manpower and equipment.

The realization that these factors would present serious difficulties to effective enforcement during 1955 made necessary a detailed study of accident statistics and analysis of the methods then in operation. From this review a new system was evolved which was placed in operation during May 1955. The principal points were: - The sixteen men comprising the operational Highway Patrol detail were divided into eight units of two men each, each unit being equipped with a car and motorcycle. The units were detailed to highway duties exclusively and except in cases of emergency were not permitted to undertake any other work. The patrol areas of each unit were limited to major highways within a 50 mile radius of the point where it was based. The hours of duty were definitely defined having reference to the periods when there was a high accident frequency factor. The points at which the units were stationed were selected on the basis of traffic load:

Point	Number of Units
Saint John	2
Moncton	2
Fredericton	1
Grand Falls	1
Bathurst	1
Newcastle	1
TOTAL	8

In order to ensure the personnel were on the highways as much as possible during their duty hours, attendance at court was limited to defended cases, prosecutions being entered by regular detachment personnel. Additional safeguards were taken to reduce the time spent on administrative matters or maintenance of equipment.

The plan provided the means of checking daily performance of the individual members and assessing the results in relation to the accidents in their respective areas. In an undertaking of this consequence, it was apparent supervision in the field was imperative to maintain interest, adjust unforeseen difficulties and provide an independent assessment of the preventive and punitive values of the highway units. This was accomplished by appointing a competent N.C.O. as Traffic Supervisor.

It will be appreciated that this plan did not afford complete coverage of the highways but rather constituted a program of selective enforcement for high accident frequency areas in New Brunswick.

On this basis it is considered that the statistics quoted hereunder represent a considerable improvement over those of the previous year.

	1954	1955
Cases handled.....	5,294	9,859
Convictions.....	1,747	4,076
Voluntary penalties (Included in Convictions).....	904	2,485
Amount collected by Voluntary Penalties.....	$9,047	$24,797
Motor Vehicles checked and found in good working order.....	49,426	48,800
Highway Patrols.....	19,874	18,548
Highway Traffic Warnings.....	3,000	5,602
Fatal Accidents.....	100	110
Non-Fatal Accidents.....	3,505	3,365
Driver's Tests.....	8,231	9,523

The analysis of cases handled above deals more generally with enforcement, however this is but part of a program designed to afford increased highway safety. Preventive and educational measures which do not feature in these statistics play an increasing role in this program. Thus in the testing of drivers an opportunity is afforded to correct faulty habits. Before new enforcement measures can be effectively employed, it is necessary that officials and the motoring public be informed of the operation and functions of the medium to ensure the fullest co-operation. Thus the introduction of the radar speed meter which has now approached the operational stage, has been effected and the posting of warning signs has been accomplished. In this connection we acknowledge, with thanks, the kind co-operation of the Department of Public Works who manufactured and installed the warning signs. The uniformity, placing and replacement of highway traffic signs is closely allied to our enforcement duties, and it was therefore gratifying to be able to assign our Traffic Supervisor to assist departmental engineers in conducting a survey in this respect.

With education as the keynote, the following meetings were held at this Headquarters during 1955:

The Highway Patrol Course - (April).
The Traffic Conference for Court and Enforcement Officials - (June).
The Motor Vehicle Act - Instructional Courses (December).

In preparation for Safe Driving Day, members of the Force were encouraged to give talks to school children. The 110 addresses given involved audiences totalling 22,603 pupils.

Accidents, Deaths and Injuries on the Highways during 1955:

The ultimate aim of any program in relation to highway safety is the securing of substantial reduction in the number of accidents, fatalities or injuries arising from the operation of motor vehicles. From the viewpoint of enforcement, despite the tragic aspects of fatalities and injuries, all accidents must be regarded with equal concern. At the same time all violations must be regarded as tending toward accidents.

The increase of 12.8% in the number of fatalities over those of 1954 arose from an increase of 10% in fatal accidents.

During the same year, however, the overall accident total decreased by 3.6%. Drivers licensed increased by over 4% and registered vehicles by over 6%.

It is felt that whilst these statistics display an encouraging trend as the steadily mounting accident rate has been reversed for the first time in ten years, at the same time they indicate the need for maintenance and expansion of an experienced and aggressive highway enforcement system. The abandonment of the highway traffic warning system effective 1 Jan 56 will place additional loads upon our available manpower since violations previously dealt with by written warnings will of necessity require to be dealt with through the medium of court appearances or voluntary penalties.

Shown hereunder are statistics in relation to deaths and injuries sustained on the highways together with a table of causes in respect to the fatalities:

	1954	1955
Persons receiving major injuries	391	385
Persons receiving minor injuries	851	772
Fatalities arising from accidents	109	123
Persons involved	1351	1280

There was an actual reduction in the overall number of persons involved by injury or death in accidents in 1955, this approximating 5.2%. At the same time total motor vehicle registration in New Brunswick rose from 105,515 in 1954 to 112,536 by November 1955, an increase of 6.6%.

CAUSES

	1954	1955
Railway Crossings	4	4
Careless Drivers	2	7
Physically impaired drivers	2	2
Tractors and other motor vehicles going out of control	2	1
Driver falling asleep at wheel	2	4
Driver losing control due to excessive speed, etc	18	36
Criminal negligence of driver, Manslaughter, Hit & Run, Reckless Driving, Drunken Driving, etc	12	5
Intoxicated Pedestrian	2	2
Careless Pedestrian	9	1
Children Playing, running into path of vehicle, etc	23	33
Faulty mechanism, blowout, etc	6	11
Undeterminable accidental causes	4	1
Road and weather conditions, inadequate markings	6	9
Careless bicycle and motorcycle rider	1	1
Improper parking, unlighted vehicles, etc.	-	1
Passengers boarding, alighting from, falling off moving vehicles	12	4
Unpreventable miscellaneous causes	4	1
TOTALS	109	123

Of the fatalities noted two classes are the more noteworthy. In 36 instances drivers lost control of their vehicles, died as a result and, frequently, gave rise to other fatalities. There were, however, many accidents in this group which were of a non-collision variety. This group must be regarded as comprising preventable incidents arising from poor driving habits.

The more tragic group concerns the 33 children who whilst at play or crossing highways were victims on the highways. It would be inaccurate and unjust to place the blame on unsafe driving practices, although this has contributed. Disregard for safety has been evidenced both by juveniles and adults, however, adequate supervision of the former could in many instances have prevented accidents.

It is appropriate at this time to draw to your attention the very good traffic record of the 1st Canadian Infantry Division while it was in training at Camp Gagetown in 1955. None of the 1,800 military vehicles which were employed by the 1st Canadian Infantry Division was involved in a collision or an accident during the six weeks training period. It is also noteworthy that most of these vehicles were safely assembled and dispersed in convoys over the highways of the province during the height of the tourist season in July and August and that this difficult feat was accomplished with very little inconvenience to the travelling public.

Intoxicating Liquor Act:

The duties performed under this Act have remained relatively constant with those in 1954. Prosecutions and convictions have, however, increased in proportion to the cases handled. As in the past, searches have been conducted and restriction orders judiciously employed to control those who have sought to circumvent the Act. Minor infractions continue to comprise the bulk of cases handled.

Non Criminal Investigations, etc.

For the purpose of recording statistically the work performed, cases are classified into three main groups. The first group which deals with breaches of Statutes which it is our responsibility to investigate has already been dealt with in this report. The second group concerns cases in which we deal with non-breaches of Statutes, investigation for or assistance to Provincial or Municipal Authorities, the general public, other police forces and British and Foreign authorities. The third group concerns matters of a purely administrative control nature not requiring investigation.

The following table indicates the number of enquiries dealt with in each particular group:

	1954	1955
Group 1 -- Provincial	9,134	14,432
Criminal Code	3,734	3,620
Group 2	63,515	66,685
Group 3	20,419	19,258
	96,802	103,995

Increase in volume of cases handled over 1954..... 7,193

Included in Group 2 cases are the following examples of assistance rendered to Provincial Government Departments:

Examination of Drivers	9,523
Investigations for the Registrar of Motor Vehicles	245
Motor Vehicle privileges picked up for the Registrar of Motor Vehicles	1,100
Enquiries under the Intoxicating Liquor Act	440
Inspection of retail stores for New Brunswick Liquor Control Board	1,348

The investigation of motor vehicle accidents and checking of motor vehicles are also recorded in this group and comprise:

Motor Vehicles checked	48,800
Motor Vehicle accidents	3,475

The enquiries conducted as assistance to the general public total 104, whilst enquiries for lost and missing persons numbered 63.

The Group 3 cases previously referred to include 18,548 special highway patrols.

Accidental and Sudden Deaths:

Quoted hereunder are the causes of deaths investigated by members of the Force during the years 1954 and 1955:

	1954	1955
Aeroplane Crash	-	12
Abortion	-	-
Asphyxiation	3	11
Burns	3	5
Conflagrations	10	11
Drowned	47	39
Electrocuted	1	1
Exposure	1	2
Highway Fatalities	109	123
Miscellaneous Accidental causes	23	17
Homicide	4	7
Natural	58	49
Neglect at childbirth	1	-
Occupational	16	16
Poisoned	-	-
Railway fatalities	3	9
Shot (mistaken for game)	2	2
Shot (accidental discharge of firearm)	4	5
Suicide	14	20
Vehicles in yards and driveways	1	1
Undetermined cause	1	-
TOTALS	301	330

It will be noted that these figures include highway fatalities, comments on which appear elsewhere in this report.

Distinguished Visitors:

On 21 Jul 55 the Honourable D. L. McLaren, P.C., Lieutenant Governor of New Brunswick, visited division headquarters for the purpose of presenting R. C. M. Police Long Service Medals to a number of serving members as well as a First Aid award to a member of the Force.

On 19 Jul 55 Lt.-Gen. G. G. Simonds, C.B., C.B.E., D.S.O., E.D., Chief of the General Staff, inspected the First Canadian Infantry Division in training at Camp Gagetown, N.B. This inspection was carried out at the Blissville Airport and assistance was rendered in security and traffic control to the Canadian Provost Corps by members of Fredericton Highway Patrol in order to co-ordinate traffic over country roads, and ensure that all precaution was taken to safeguard and carry on normal traffic on highways being used by the army on this manoeuvre. During this manoeuvre 10,000 men and 500 vehicles were in convoy from the training areas to the air strip at Blissville, N.B. where the inspection was carried out. This manoeuvre was carried out without any untoward incident.

Revenue collected for the Province:

There has been no change in the policy in this respect and the only revenue collected for the province is in respect to Voluntary Penalties imposed by authorized members of the Force under the Motor Vehicle Act. As previously reported under the comments pertaining to highway enforcement, the sum of $24,797 was turned over to the Provincial Secretary-Treasurer. No collections in any form are undertaken for the municipal authorities in respect to towns policed by this Force.

ADMINISTRATIVE

The total strength of the Division as shown in Appendix "A" comprises 237. The officers presently stationed in J Division are Superintendent D. O. Forrest, A.D.C., Division Officer Commanding; Inspector J.A.A. Thivierge, Officer in charge Criminal Investigation Branch; Inspector H. C. Forbes, M.B.E., Commanding Fredericton Subdivision; Inspector J. R. Roy, Commanding Moncton Subdivision; Sub-Inspector A. J. Keough, Division Personnel Officer; Sub-Inspector J. A. Couillard, Duty Officer. The uniform strength of N.C.O's and Constables, presently total 183 members with 11 Special Constables, 14 employed civilians and 23 Civil Servants. Distribution of personnel is shown in Appendix "A".

Changes in Equipment:

During 1955 radar speed meter equipment was supplied to J Division for more thorough enforcement of the Motor Vehicle Act. Courses have been carried out to familiarize and acquaint personnel of the division as to the operation of this equipment.

During May of 1955, five police patrol cars were transferred from other duties and placed in service in the province for highway traffic supervision and enforcement, making a total of eight cars which are used solely for the enforcement of the Motor Vehicle Act. These cars are now equipped with two-way radio communication, sirens and other special features, and have white painted doors bearing the badge of the R. C. M. P. in colors. These enforcement units

are operating out of the eight points in the province where highway enforcement is considered most essential, and it is believed that their conspicuous marking has had a marked preventive effect.

Changes in Commissioned Personnel:

During 1955 the following transfers of commissioned personnel were carried out:

Inspector G. A. Henry, formerly commanding Fredericton Subdivision was transferred to H Division, Nova Scotia. He was replaced by Inspector A. S. Forbes, M.B.E., who was transferred from F Division, Saskatchewan.

Inspector J. A. Stevenson, O.B.E., formerly commanding Moncton Subdivision was transferred to Depot Division, Regina, Sask. He was replaced by Inspector J. A. Roy who was transferred from H Division, Nova Scotia.

Inspector G. W. Rudge, formerly "on command" to this Division from HQ Division, Ottawa as Division Personnel Officer, was returned to HQ for duty. He was replaced by Sub-Inspector M. J. Keough, who was previously employed at this HQ as duty officer.

Sub-Inspector J. A. Couillard was transferred from C Division, Quebec, to replace Sub-Inspector M. J. Keough as duty officer at this HQ.

During 1955 R. C. M. Police Long Service Medals were awarded to:

Sub-Inspector M. J. Keough
12473, Sgt. A. J. Mckenzie
11979, Cpl. L.F.A. Strong
S.1531, Spl. Cst. E. W. Saunders

A meritorious First Aid Certificate was awarded 18134 Cst. L.A.P. St. John by the Priory of the Order of St. John for life-saving while stationed at Dalhousie, N. B.

Courses attended:

Senior Government Officers Administration Course	- Kemptville, Ont.	- 1 member
Canadian Police College	- Rockcliffe, Ont.	- 1 member
Canadian Police College	- Regina, Sask.	- 2 members
Refresher Class "A"	- Rockcliffe, Ont.	- 5 members
Refresher Class "B"	- Rockcliffe, Ont.	- 3 members
Refresher Class "B"	- Regina, Sask.	- 1 member
Refresher Class "C"	- Regina, Sask.	- 1 member
Traffic Training Course	- Ottawa, Ont.	- 1 member
Preventive Service Training Class	- Rockcliffe, Ont.	- 2 members
C.I.B. (Investigation Training)	- Moncton, N. B.	- 2 members
C.I.B. (Investigation Training)	- Fredericton, N.B.	- 3 members
Course of Instruction "Traffic Control"	- Fredericton, N.B.	-20 members from J Division - 6 members from L Division

Courses attended (Continued):

First Aid Training Class	-	Fredericton,N.B.	-20 members
First Aid Instructors Course	-	Saint John, N.B.	- 1 member
Operation of Radar Speed Meter Training Course	-	Fredericton,N.B.	- 5 members J Div. 2 members B Div. 2 members H Div. 2 members L Div.
Personnel Duties, Training Course	-	Montreal, P.Q.	- 2 members
Motor Vehicle Act Course	-	Fredericton,N.B.	-38 members J Div. 73 members other police forces, etc.

Rifle and Revolver Course:

The Annual Revolver Course was held during the summer of 1955 and 170 members of the Division received training in the careand handling of firearms.

Recruits engaged in the Province:

A total of 26 recruits was engaged in this Division during 1955 and posted for training to Training Divisions of the Force.

Buildings and Accommodation:

During the year the county and town detachments at St. Stephen, N.B. were amalgamated in the county detachment offices which are located in the new Federal Post Office building. The amalgamation of these two detachments has proven very satisfactory and makes for more efficient performance of both the county and town functions by the same personnel.

Youth and the Police:

Members of the Division are encouraged to devote some time to the Youth and the Police program in this province by delivering lectures, showing films on highway safety, handling of firearms and other subjects. Many of the members of this division are keenly interested in the Boy Scout movement, and are acting as patrol leaders, scout masters, and in advisory capacities at various points in the province. Assistance rendered by officers, N.C.O.'s and constables to the various youth programs mentioned above are performed by our members during their off-duty hours.

Co-operation:

It has been a source of pleasure over the years to express gratitude to the officials of both the Dominion and Provincial Governments, Municipal and Railway Police Forces for their unfailing support and cheerful co-operation. In 1955 as in the past their assistance in the public interest has been a considerable factor in the efficient performance of our varied duties. It is therefore my desire to express to them, to the press and radio, and to the many public spirited organizations the sincere appreciation of the Force for the assistance rendered.

I have the honour to be
Sir
Your obedient servant

D. O. FORREST, Supt.
Commanding J Division

Encl.

APPENDIX "A"

ORGANIZATION AS AT 31 DEC 55

	Superintendent	Inspectors	Sub-Inspectors	Sergeant Major	Staff Sergeants	Sergeants	Corporals	Constables	Special Constables	Civilian Employees & Civil Servants	TOTALS
J DIVISION HEADQUARTERS FREDERICTON, N. B.	1	1	2	1	2	2	9	10	5	26	59
FREDERICTON SUBDIVISION H.Q. AND SECTION N.C.O.		1			2					1	4
Chipman Detachment								1			1
Doaktown Detachment							1				1
East Florenceville Detachment							1	1			2
Edmundston Detachment and Section N.C.O.						1	1	3			5
Fredericton Detachment						1	1	12			14
Gagetown Detachment							1				1
Grand Falls Detachment							1	2			3
Grand Manan Detachment								1			1
McAdam Detachment								1			1
Minto Detachment							1	2			3
Perth Detachment							1	2			3
Plaster Rock Detachment								1			1
St.Andrews Town Detachment								1			1
St.George Detachment								2			2
Saint John Detachment						2	2	13		3	20
St.Leonard Detachment								1			1
St.Quentin Detachment								1			1
St.Stephen Detachments - County & Town							1	5	1		7
Woodstock Detachment							1	4			5
Attached Marine Unit						1		1	5		7
MONCTON SUBDIVISION H.Q. AND SECTION N.C.O.		1			1	1	5	6		7	21
Albert Detachment								1			1
Bathurst Detachment and Section N.C.O.						1	1	3			5
Buctouche Detachment							1	1			2
Campbellton Detachment							1	3			4
Campbellton Town Detachment							2	7			9
Caraquet Detachment							1	1			2
Chatham Town Detachment								4			4
Dalhousie Town Detachment								4			4
Jacquet River Detachment							1	1			2
Moncton Detachment							2	11			13
Newcastle Detachment							1	4			5
Newcastle Town Detachment							1	3			4
Port Elgin Detachment								1			1
Petitcodiac Detachment							1	1			2
Richibucto Detachment								2			2
Sackville Detachment							1	1			2
Shediac Detachment							1	1			2
Shippegan Detachment								1			1
Sussex Detachment							1	2			3
Sussex Town Detachment							1	2			3
Tabusintac Detachment								1			1
Tracadie Detachment								1			1
TOTAL NUMBER PERSONNEL IN DIVISION ON 31 DEC 55	1	3	2	1	5	9	42	126	11	37	237

APPENDIX "B"

ROYAL CANADIAN MOUNTED POLICE TRANSPORTS
PROVINCE OF NEW BRUNSWICK
31 DEC 55

	CHEVROLET	FORD	DODGE	PLYMOUTH	PONTIAC	METEOR	TRUCK-CHEVROLET PANEL	TRUCK INTERNATIONAL	TRUCK FORD STAKE BODY	TRUCK FORD PANEL	TRUCK METEOR SEDAN DELIVERY	TOTALS
DIVISION H.Q. FREDERICTON		1						1	1			3
SUBDIVISIONS & DETACHMENTS	31	7	3	5	8	18	1			1	1	75

Motorcycles: Harley Davidson	16
Norton	1
Munro Boat and Johnson Outboard	1
Police Dog	1
Patrol Boat "Interceptor" (attached from Marine Division)	1